

EXHIBIT 10

To: Float Alaska IP LLC (tina-pto@lozaip.com)
Subject: U.S. Trademark Application Serial No. 90773348 - NORTHERN PACIFIC - FLOAT-219
Sent: May 02, 2022 05:04:52 PM
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United States Patent and Trademark Office (USPTO)
Office Action (Official Letter) About Applicant's Trademark Application

U.S. Application Serial No. 90773348

Mark: NORTHERN PACIFIC

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Applicant: Float Alaska IP LLC

Reference/Docket No. FLOAT-219

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FINAL OFFICE ACTION

The USPTO must receive applicant's response to this letter within six months of the issue date below or the application will be **abandoned**. Respond using the Trademark Electronic Application System (TEAS) and/or Electronic System for Trademark Trials and Appeals (ESTTA). A link to the appropriate TEAS response form and/or to ESTTA for an appeal appears at the end of this Office action.

Issue date: May 02, 2022

INTRODUCTION

This Office action is in response to applicant's communication filed on January 28, 2022.

In a previous Office action(s) dated September 23, 2021, the trademark examining attorney refused registration of the applied-for mark based on the following: Trademark Act Section 2(d) for a likelihood of confusion with a registered mark. In addition, applicant was required to satisfy the following requirement(s): Amend the identification of goods and/or services.

Based on applicant's response, the trademark examining attorney notes that the following requirement(s) have been satisfied: definite amended identification provided. *See* TMEP §§713.02, 714.04.

Further, the trademark examining attorney maintains and now makes FINAL the refusal in the summary of issues below. *See* 37 C.F.R. §2.63(b); TMEP §714.04.

SUMMARY OF ISSUES MADE FINAL that applicant must address:

- SECTION 2(d) REFUSAL – LIKELIHOOD OF CONFUSION

SECTION 2(d) REFUSAL – LIKELIHOOD OF CONFUSION

For the reasons set forth below, the refusal under Trademark Act Section 2(d) is now made FINAL with respect to U.S. Registration Nos. 3421163, 3421164, and 5007556. *See* 15 U.S.C. §1052(d); 37 C.F.R. §2.63(b).

Registration of the applied-for mark is refused because of a likelihood of confusion with the marks in U.S. Registration Nos. 3421163, 3421164, and 5007556. Trademark Act Section 2(d), 15 U.S.C. §1052(d); *see* TMEP §§1207.01 *et seq.* See the previously attached registrations.

Trademark Act Section 2(d) bars registration of an applied-for mark that is so similar to a registered mark that it is likely consumers would be confused, mistaken, or deceived as to the commercial source of the services of the parties. *See* 15 U.S.C. §1052(d). Likelihood of confusion is determined on a case-by-case basis by applying the factors set forth in *In re E. I. du Pont de Nemours & Co.*, 476 F.2d 1357, 1361, 177 USPQ 563, 567 (C.C.P.A. 1973) (called the “*du Pont* factors”). *In re i.am.symbolic, llc*, 866 F.3d 1315, 1322, 123 USPQ2d 1744, 1747 (Fed. Cir. 2017). Any evidence of record related to those factors need be considered; however, “not all of the *DuPont* factors are relevant or of similar weight in every case.” *In re Guild Mortg. Co.*, 912 F.3d 1376, 1379, 129 USPQ2d 1160, 1162 (Fed. Cir. 2019) (quoting *In re Dixie Rests., Inc.*, 105 F.3d 1405, 1406, 41 USPQ2d 1531, 1533 (Fed. Cir. 1997)).

Although not all *du Pont* factors may be relevant, there are generally two key considerations in any likelihood of confusion analysis: (1) the similarities between the compared marks and (2) the relatedness of the compared goods and/or services. *See* *In re i.am.symbolic, llc*, 866 F.3d at 1322, 123 USPQ2d at 1747 (quoting *Herbko Int'l, Inc. v. Kappa Books, Inc.*, 308 F.3d 1156, 1164-65, 64 USPQ2d 1375, 1380 (Fed. Cir. 2002)); *Federated Foods, Inc. v. Fort Howard Paper Co.*, 544 F.2d 1098, 1103, 192 USPQ 24, 29 (C.C.P.A. 1976) (“The fundamental inquiry mandated by [Section] 2(d) goes to the cumulative effect of differences in the essential characteristics of the goods [or services] and differences in the marks.”); TMEP §1207.01.

Applicant has applied to register the mark NORTHERN PACIFIC in standard characters for “Transportation services, namely, airline transportation services; providing transportation services in the nature of airline travel; providing airline services for transporting passengers; providing transportation services in the nature of transporting passengers by air; transportation of passengers by air; providing information in the field of air travel and air transportation by electronic means; providing a website in the field of air travel; air charter transportation services” in International Class 039.

Registrant BNSF Railway Company owns the following registrations:

- (RN: 3421163 for the mark NORTHERN PACIFIC in standard characters for “Railroad transportation services” in International Class 039.
- (RN: 3421164 for the mark NORTHERN PACIFIC in stylized text with a design for “Railroad transportation services” in International Class 039
- (RN: 5007556 for the mark NORTHERN PACIFIC RAILWAY in stylized text with a design (RAILWAY disclaimed) for “railway transportation services” in International Class 039.

Comparison of the Marks

Marks are compared in their entireties for similarities in appearance, sound, connotation, and commercial impression. *Stone Lion Capital Partners, LP v. Lion Capital LLP*, 746 F.3d 1317, 1321, 110 USPQ2d 1157, 1160 (Fed. Cir. 2014) (quoting *Palm Bay Imps., Inc. v. Veuve Clicquot Ponsardin Maison Fondee En 1772*, 396 F.3d 1369, 1371, 73 USPQ2d 1689, 1691 (Fed. Cir. 2005)); TMEP §1207.01(b)-(b)(v).

“Similarity in any one of these elements may be sufficient to find the marks confusingly similar.” *In re Inn at St. John's, LLC*, 126 USPQ2d 1742, 1746 (TTAB 2018) (citing *In re Davia*, 110 USPQ2d 1810, 1812 (TTAB 2014)), *aff'd per curiam*, 777 F. App'x 516, 2019 BL 343921 (Fed. Cir. 2019); TMEP §1207.01(b).

When comparing marks, “[t]he proper test is not a side-by-side comparison of the marks, but instead whether the marks are sufficiently similar in

terms of their commercial impression such that [consumers] who encounter the marks would be likely to assume a connection between the parties.” *Cai v. Diamond Hong, Inc.*, 901 F.3d 1367, 1373, 127 USPQ2d 1797, 1801 (Fed. Cir. 2018) (quoting *Coach Servs., Inc. v. Triumph Learning LLC*, 668 F.3d 1356, 1368, 101 USPQ2d 1713, 1721 (Fed. Cir. 2012)); TMEP §1207.01(b). The proper focus is on the recollection of the average purchaser, who retains a general rather than specific impression of trademarks. *In re Inn at St. John’s, LLC*, 126 USPQ2d 1742, 1746 (TTAB 2018) (citing *In re St. Helena Hosp.*, 774 F.3d 747, 750-51, 113 USPQ2d 1082, 1085 (Fed. Cir. 2014); *Geigy Chem. Corp. v. Atlas Chem. Indus., Inc.*, 438 F.2d 1005, 1007, 169 USPQ 39, 40 (C.C.P.A. 1971)), *aff’d per curiam*, 777 F. App’x 516, 2019 BL 343921 (Fed. Cir. 2019); TMEP §1207.01(b). In the present case, the impression left by each of the marks is that of NORTHERN PACIFIC

In the case of the cited mark of Reg. No. 3421163, applicant’s mark is NORTHERN PACIFIC and registrant’s mark is NORTHERN PACIFIC, both in standard characters. These marks are identical in appearance, sound, and meaning, “and have the potential to be used . . . in exactly the same manner.” *In re i.am.symbolic, llc*, 116 USPQ2d 1406, 1411 (TTAB 2015), *aff’d*, 866 F.3d 1315, 123 USPQ2d 1744 (Fed. Cir. 2017). Additionally, because they are identical, these marks are likely to engender the same connotation and overall commercial impression when considered in connection with applicant’s and registrant’s respective or services. *Id.* Therefore, the marks are confusingly similar.

The presence of design elements in the mark of cited Reg. Nos. 5007556 and 3421164 do not obviate likely consumer confusion. When evaluating a composite mark consisting of words and a design, the word portion is normally accorded greater weight because it is likely to make a greater impression upon purchasers, be remembered by them, and be used by them to refer to or request the services. *In re Aquitaine Wine USA, LLC*, 126 USPQ2d 1181, 1184 (TTAB 2018) (citing *In re Viterra Inc.*, 671 F.3d 1358, 1362, 101 USPQ2d 1905, 1908 (Fed. Cir. 2012)); TMEP §1207.01(c)(ii). Thus, although marks must be compared in their entireties, the word portion is often considered the dominant feature and is accorded greater weight in determining whether marks are confusingly similar, even where the word portion has been disclaimed. *In re Viterra Inc.*, 671 F.3d at 1366-67, 101 USPQ2d at 1911 (citing *Giant Food, Inc. v. Nation’s Foodservice, Inc.*, 710 F.2d 1565, 1570-71, 218 USPQ2d 390, 395 (Fed. Cir. 1983)). In the case of the cited mark NORTHERN PACIFIC and design and NORTHERN PACIFIC RAILWAY and design, the word portions of these cited marks form the dominant portion of these marks. Because the dominant portion of these cited marks and the applicant’s mark are identical, the marks convey the same commercial impression.

With respect to the cited mark NORTHERN PACIFIC RAILWAY, it should be noted that although marks are compared in their entireties, one feature of a mark may be more significant or dominant in creating a commercial impression. See *In re Viterra Inc.*, 671 F.3d 1358, 1362, 101 USPQ2d 1905, 1908 (Fed. Cir. 2012); *In re Nat'l Data Corp.*, 753 F.2d 1056, 1058, 224 USPQ 749, 751 (Fed. Cir. 1985); TMEP §1207.01(b)(viii), (c)(ii). Disclaimed matter that is descriptive of or generic for a party’s goods and/or services is typically less significant or less dominant when comparing marks. *In re Detroit Athletic Co.*, 903 F.3d 1297, 1305, 128 USPQ2d 1047, 1050 (Fed. Cir. 2018) (citing *In re Dixie Rests., Inc.*, 105 F.3d 1405, 1407, 41 USPQ2d 1531, 1533-34 (Fed. Cir. 1997)); TMEP §1207.01(b)(viii), (c)(ii). Because the word RAILWAY is disclaimed in NORTHERN PACIFIC RAILWAY, the words NORTHERN PACIFIC are more significant and dominant in creating the mark’s commercial impression. Those words and their commercial impression is the same as that of the cited mark.

Because the marks create the same commercial impression, the marks are considered similar for likelihood of confusion purposes.

Relatedness of the Services

The compared services need not be identical or even competitive to find a likelihood of confusion. See *On-line Careline Inc. v. Am. Online Inc.*, 229 F.3d 1080, 1086, 56 USPQ2d 1471, 1475 (Fed. Cir. 2000); *Recot, Inc. v. Becton*, 214 F.3d 1322, 1329, 54 USPQ2d 1894, 1898 (Fed. Cir. 2000); TMEP §1207.01(a)(i). They need only be “related in some manner and/or if the circumstances surrounding their marketing are such that they could give rise to the mistaken belief that [the goods and/or services] emanate from the same source.” *Coach Servs., Inc. v. Triumph Learning LLC*, 668 F.3d 1356, 1369, 101 USPQ2d 1713, 1722 (Fed. Cir. 2012) (quoting *7-Eleven Inc. v. Wechsler*, 83 USPQ2d 1715, 1724 (TTAB 2007)); TMEP §1207.01(a)(i).

Determining likelihood of confusion is based on the description of the goods and/or services stated in the application and registration at issue, not on extrinsic evidence of actual use. See *In re Detroit Athletic Co.*, 903 F.3d 1297, 1307, 128 USPQ2d 1047, 1052 (Fed. Cir. 2018) (citing *In re i.am.symbolic, llc*, 866 F.3d 1315, 1325, 123 USPQ2d 1744, 1749 (Fed. Cir. 2017)).

In addition to the previously attached evidence, the newly attached evidence from the weblinks below, establishes that the same entity commonly provides the relevant services namely airline and air charter transportation services on the one hand, and rail freight transportation services on the other hand, and markets the services under the same mark. This evidence also includes entities that provide both information in the field of air travel and air transportation by electronic means, providing a website in the field of air travel and railroad transportation services.

Oceana Logistics: www.oglus.com/pages/services/ocean-air-land.php (Air and rail transportation)

BDG International: www.bdginternational.com/international-shipping-logistics-services/ (Air and rail transportation)

STG Logistics: www.stgusa.com/cfs/ (Air and rail transportation)

DB Schenker: www.dbschenker.com/usa/products/land-transport
DB Schenker: www.dbschenker.com/usa/products/air-freight

Sky Harbor – Airport: www.skyharbor.com/

Sky Harbor – Airport Train: www.skyharbor.com/PHXSkyTrain

Watco – Air: www.watco.com/service/transportation-service/ocean-air-transportation/ Air and rail transportation)

Watco – Rail: www.watco.com/service/rail/

Caltrain – About: www.caltrain.com/about.html

Caltrain – Airport Information: www.caltrain.com/riderinfo/destinations/Airports.html

MTA – Airport Information: <https://new.mta.info/guides/airports>

MTA – Subway <https://new.mta.info/map/5256>

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NJ Port Authority – Airports: www.panynj.gov/airports/en/index.html

NJ Port Authority – Rail: www.panynj.gov/path/en/index.html

Thus, applicant's and registrant's services are considered related for likelihood of confusion purposes. See, e.g., *In re Davey Prods. Pty Ltd.*, 92 USPQ2d 1198, 1202-04 (TTAB 2009); *In re Toshiba Med. Sys. Corp.*, 91 USPQ2d 1266, 1268-69, 1271-72 (TTAB 2009).

Applicant's Arguments

In its response, applicant argues that the marks are distinguished by their services and that the marks exist in a crowded field. The Examining Attorney has considered applicant's arguments and finds them unpersuasive for the reasons set forth below.

The fact that the services of the parties differ is not controlling in determining likelihood of confusion. The issue is not likelihood of confusion between particular services, but likelihood of confusion as to the source or sponsorship of those services. *In re Majestic Distilling Co.*, 315 F.3d 1311, 1316, 65 USPQ2d 1201, 1205 (Fed. Cir. 2003); *In re Shell Oil Co.*, 992 F.2d 1204, 1208, 26 USPQ2d 1687, 1689 (Fed. Cir. 1993); TMEP §1207.01. Where the marks are identical and highly similar as in the present case, confusion as to the source of services offered under the marks is likely.

Moreover, where the marks of the respective parties are identical or virtually identical, as in this case, the degree of similarity or relatedness between the services needed to support a finding of likelihood of confusion declines. See *In re Country Oven, Inc.*, 2019 USPQ2d 443903, at *5 (TTAB 2019) (citing *In re i.am.symbolic, llc*, 116 USPQ2d 1406, 1411 (TTAB 2015), aff'd, 866 F.3d 1315, 123 USPQ2d 1744 (Fed. Cir. 2017)); TMEP §1207.01(a); see also *In re Shell Oil Co.*, 992 F.2d 1204, 1207, 26 USPQ2d 1687, 1689 (Fed. Cir. 1993). In this case, the applied-for mark, NORTHERN PACIFIC, and the registered marks, NORTHERN PACIFIC, NORTHERN PACIFIC, and NORTHERN PACIFIC RAILWAY, are identical or virtually identical, and as such, the degree of similarity or relatedness between the services needed to support a finding of likelihood of confusion is reduced.

Finally, in addition to the evidence demonstrating relatedness of the parties' services, with respect to applicant's contention that the marks are exist in a crowded field, the overriding concern is not only to prevent buyer confusion as to the source of the goods and/or services, but to protect the registrant from adverse commercial impact due to use of a similar mark by a newcomer. See *In re Shell Oil Co.*, 992 F.2d 1204, 1208, 26 USPQ2d 1687, 1690 (Fed. Cir. 1993). Therefore, any doubt regarding a likelihood of confusion determination is resolved in favor of the registrant. TMEP §1207.01(d)(i); see *Hewlett-Packard Co. v. Packard Press, Inc.*, 281 F.3d 1261, 1265, 62 USPQ2d 1001, 1003 (Fed. Cir. 2002); *In re Hyper Shoppes (Ohio), Inc.*, 837 F.2d 463, 464-65, 6 USPQ2d 1025, 1026 (Fed. Cir. 1988). Here, where the marks are identical and highly similar, confusion as to the source of services offered under the marks is likely because transportation services are related and provided in same channels of trade.

Accordingly, the services are considered related for purposes of the likelihood of confusion analysis.

Conclusion

Because the marks are similar and the services are related, there is a likelihood of confusion as to the source of applicant's services. Therefore, applicant's mark is not entitled to registration.

Based on the foregoing, the refusal to register under Trademark Act Section 2(d) is continued and made FINAL.

Although applicant's mark has been refused registration, applicant may respond to the refusal(s) by submitting evidence and arguments in support of registration.

How to respond. [Click to file a request for reconsideration of this final Office action](#) that fully resolves all outstanding requirements and refusals **and/or** [click to file a timely appeal to the Trademark Trial and Appeal Board \(TTAB\)](#) with the required filing fee(s).

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RESPONSE GUIDANCE

- **Missing the response deadline to this letter will cause the application to abandon.** A response or notice of appeal must be received by the USPTO before midnight **Eastern Time** of the last day of the response period. TEAS and ESTTA maintenance or unforeseen circumstances could affect an applicant's ability to timely respond.
- **Responses signed by an unauthorized party** are not accepted and can **cause the application to abandon**. If applicant does not have an attorney, the response must be signed by the individual applicant, all joint applicants, or someone with legal authority to bind a juristic applicant. If applicant has an attorney, the response must be signed by the attorney.
- If needed, **find contact information for the supervisor** of the office or unit listed in the signature block.

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The map illustrates the PHX Sky Train system's route. It starts at the Rental Car Center (indicated by a car icon) and follows a green line labeled "RENTAL CAR SHUTTLE" through the West Economy Garage and past Terminals 3 and 4. The train then continues along a dotted line labeled "WALKWAY" to the PHX Sky Train Station, which is located near the 44th St/Washington Valley Metro Rail. There are also icons for "44th St/Washington Valley Metro Rail" and "East Economy Parking". A legend at the bottom left identifies the symbols: a green bar for "RENTAL CAR SHUTTLE", a person walking for "WALKWAY", and a black bar for "PHX SKY TRAIN".

PHX Sky Train® Shutdowns Scheduled

Please visit the [PHX Sky Train® Shutdown page](#) for current closure periods.

NOTE: Shuttle buses arrive every 20 minutes on average during overnight hours when the PHX Sky Train® is not operating.

Phase 2

Phase 2 of the PHX Sky Train® is underway. This extension of the existing PHX Sky Train® to the Rental Car Center is scheduled to be complete and operational in 2022, the line will extend 2.5 miles. This project costs \$745 million and is being paid for with Rental Car Customer Facility Charges and airline Passenger Facility Charges. No local tax dollars will be used.

[View pictures and updates](#) as they become available.

What is the PHX Sky Train®?

The PHX Sky Train® is an automated train that transports travelers between Valley Metro Rail at 44th and Washington streets, the East Economy Parking area and airport terminals.

Trains arrive and depart every 3-5 minutes and operates 24 hours a day.

How much will it cost to ride?

The PHX Sky Train® is free to the public.

Station Amenities 44th Street & Washington

- Boarding pass kiosks – print your boarding pass with participating airlines before arriving at the terminal.
- Valley Metro Rail Ticket Machines – purchase your Valley Metro Rail tickets after arriving at the station. Ticket kiosks are located on Level 2.
- Cell Phone Waiting Lot
- Pet Park
- Four hour parking meters
- Dropping off or picking up travelers using Terminal 4? The 44th Street & Washington PHX Sky Train® Station offers a handy alternative to driving into the Airport.

Terminal 3

- Located on Level 2, travelers can disembark the PHX Sky Train® and walk to the security checkpoint to catch their flight.

Terminal 4

- Conveniently located on Level 3, travelers can disembark the PHX Sky Train® and walk directly to the security checkpoint to catch their flight.

4:51:18 PM 5/2/2022

The screenshot shows a web browser window displaying the [Watco website](http://watco.com/service/transportation-service/ocean-air-transportation/). The page features a top navigation bar with links for PATH, Port, EWR, News, Airports, JFK, Subways, Takings, Airports, About, Rail, and Contact Us. Below the navigation is a main menu with Home, About, Services, Customer Tools, Contact Us, System Map (highlighted in orange), and Team Member Login. A large aerial photograph of a busy port facility with several ships and industrial buildings is centered on the page. To the left of the text is a stylized icon of a ship and an airplane. The text describes Watco's services for international freight forwarding, mentioning Non-Vessel-Operating Common Carrier and Indirect Air Carrier status, and the ability to book space on major ocean carriers or arrange air transportation while following strict Transportation Security Administration requirements. A bulleted list of services includes Federal and international document preparation, Voyage management and tracking, Customs clearance, Drayage/final-mile service, and Vessel chartering.

Watco Ocean and Air Services

Deliver your imports and exports to almost anywhere in the world. As an international freight forwarder, we are licensed as a Non-Vessel-Operating Common Carrier and an Indirect Air Carrier. We can book space for any type of shipment on all major ocean carriers – or arrange for air transportation of your cargo while following strict Transportation Security Administration requirements.

- Federal and international document preparation
- Voyage management and tracking
- Customs clearance
- Drayage/final-mile service
- Vessel chartering

4:51:33 PM 5/2/2022

PATH | Port A | EWR | Newark | Airport | About | JFK | Subway | Talking | Airport | About | Rail

watco.com/service/rail/

WATCO

Home | About | Services | Customer Tools | Contact Us | System Map | Team Member Login

Emergency Dispatch (618) 262-1700 | Safety and Ethics Hotline (866) 475-3226



SELECT A RAILROAD

Watco Rail Services



We own or operate over 5,500 miles of short line track in North America and Australia. Our vast network connects to all Class I railroads. You get the most efficient, cost-effective route for your shipment.

- Experience with diverse commodities
- Accessible, responsive, personalized customer service
- Affordable, customized solutions
- Compliance with all regulations

Railcar Switching

Using your locomotives or our own, Watco provides switching services at your manufacturing facility. Our experienced teams improve safety, reduce risks, and minimize costs.

- Reduced cycle times
- Lower demurrage and other fees

Railcar Storage

Let Watco take care of your inactive railcars, so you can stay focused on your active fleet. Safely house empty or loaded railcars across our nationwide network of short line railroads and terminals.

- Cost-effective, flexible contracts

Railcar Fleet Management

Our proactive management, in-transit tracking, and real-time communication let you know where your cars are every minute of every day. And, our scheduled maintenance programs keep your rolling stock rolling.

4:51:55 PM 5/2/2022

PATH Ti | Port Au | EWR - | Newark | Airport | About | JFK - Jr | Subway | Taking | Airport | Abs X +

caltrain.com/about-caltrain

Caltrain

Stations Fares Rider Information Projects **About Caltrain**

Trip Planner **Live Map** **Service Alerts** **Schedules**

Caltrain provides commuter rail service along the San Francisco Peninsula, through the South Bay to San Jose and Gilroy.

The San Francisco and San Jose Railroad Company began passenger rail service on the Peninsula in 1863. The system we know today as Caltrain had its start in 1992, when the [Peninsula Corridor Joint Powers Board \(PDF Agreement, 1.42MB\)](#) took over the operation of the train.

Vision: Provide a safe, reliable, sustainable modern rail system that meets the growing mobility needs of the San Francisco Bay Area region.

Local Policy Maker Group


Advisory Committees

 Bicycle and Active Transportation Advisory Committee - serves as the primary venue for the i...

Doing Business

 Contracts & Procurement - Responsible for procuring supplies, equipment, materials, serv...

Sustainability

 Caltrain's sustainability program.

Statistics & Reports

Caltrain 150

4:52:08 PM 5/2/2022

The screenshot shows a web browser window with the URL caltrain.com/rider-information/destinations/airports. The page header includes the Caltrain logo and navigation links for Stations, Fares, Rider Information, Projects, and About Caltrain. Below the header are four main buttons: Trip Planner, Live Map, Service Alerts, and Schedules. The main content area discusses three airports: San Jose Mineta International Airport (SJC), San Francisco International Airport (SFO), and Oakland International Airport (OAK). It provides details on how to connect from Caltrain to these airports via VTA Route 60, SamTrans, BART, and other transit options. A 'Tags' section at the bottom lists San Jose Mineta, SJC, and airport. A dark footer bar features social media icons for Facebook, Twitter, LinkedIn, YouTube, and Instagram, along with a 'STATIONS' link, a 'FARES' link, and the text '4:52:24 PM 5/2/2022'.

S PATH | Port A | EWR | Newark | Airport | About | JFK | Subway | Taking public transit to New York-area airports

new.mta.info/guides/airports

Home > Guides > Taking public transit to New York-area airports

Taking public transit to New York-area airports

JFK, LaGuardia, and Newark airports are accessible via public transit. Here are some options for how to get there.

General tips

- Buy tickets or add value to your MetroCard before you travel to avoid long lines at the airport and other potentially crowded areas. You can also use OMNY on all subways and buses — but note that it does not work to pay your AirTrain fare.
- Consider the luggage you're taking with you. You're likely to encounter crowded vehicles and stairs on your way.
- Taxi fare to JFK from Manhattan is at least \$52. Taxis to LaGuardia use the standard metered fare. [Here are all the details.](#)

Helpful phone apps

- MYmta**, for transit directions, maps, real-time service updates, and more ([iPhone](#), [Android](#))
- MTA eTix**, for buying and managing tickets for the Long Island Rail Road and Metro-North Railroad ([iPhone](#), [Android](#))

Step-by-step instructions and fare information

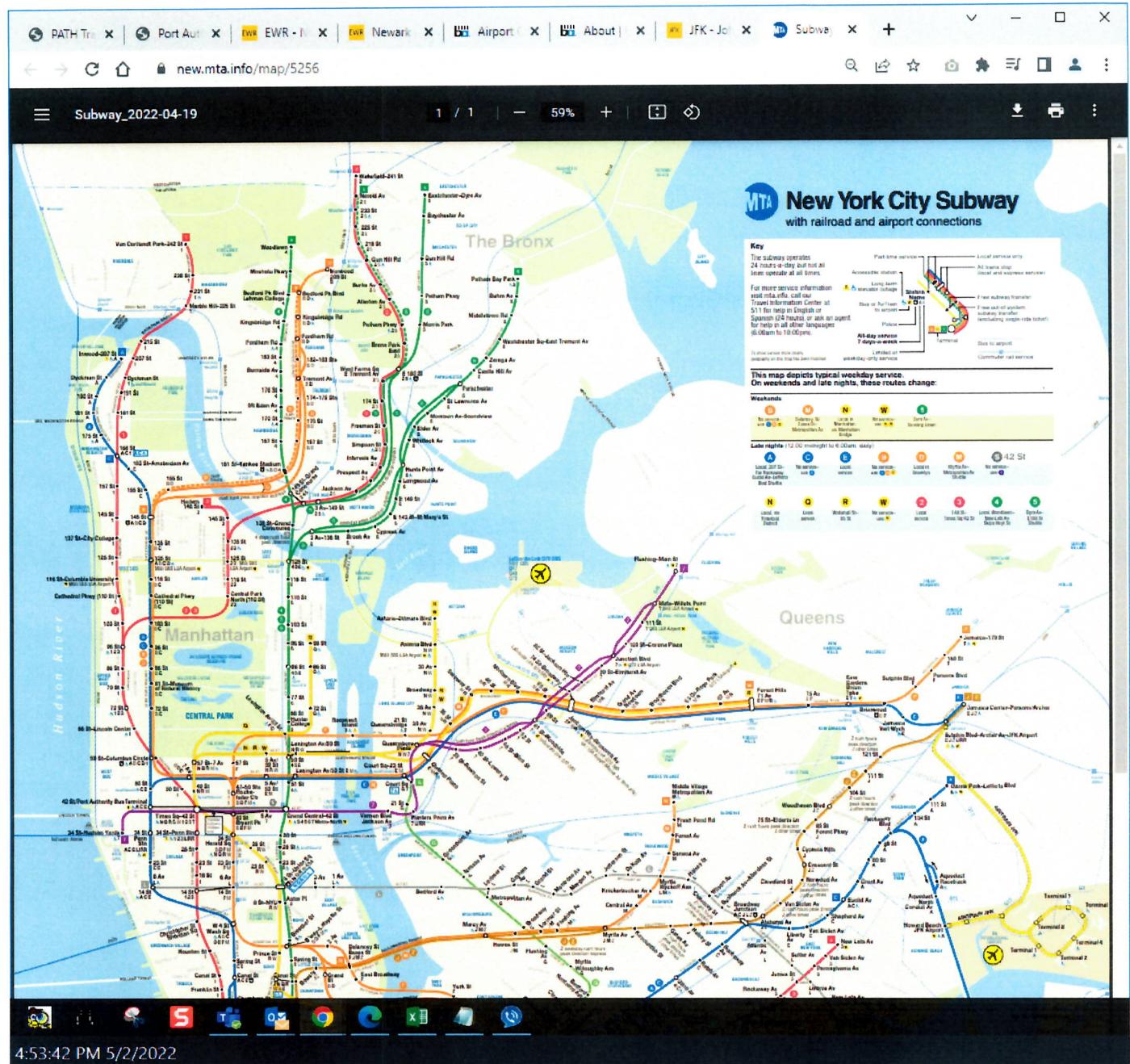


[How to get to JFK](#)

[How to get to LaGuardia](#)

[How to get to Newark airport/EWR](#)

4:52:58 PM 5/2/2022



The screenshot shows the homepage of the John F. Kennedy International Airport website (jfkairport.com). At the top, there is a yellow banner with the text "(1 of 1)" and a note: "May 02, 2022 at 10:20 AM Due to increased wait times for taxis at JFK Airport, visit the Welcome Center on the arrivals level for help with alternate transportation options." There is also a "Subscribe" button. Below the banner, the header includes the John F. Kennedy International Airport logo, navigation links for "To & From JFK", "At the Airport", and "Your Flight", and a search bar. A weather widget shows 54°F / 12°C and 04:53 PM. The main content area features a large yellow box with a "Real-Time" badge containing the text: "Travel smarter with flight information, parking availability and taxi wait times." Below this are six service cards: "Flight Tracker" (airplane icon), "Book Parking & Parking Availability" (P icon), "Security & Customs Wait Times" (key icon), "Walk Times to Gates" (person walking icon), "Taxi Wait Times" (taxi icon), and "Connecting Flights" (airplane icon). The background of the page shows a blurred image of the airport terminal and a bridge. The taskbar at the bottom of the screen displays various application icons.

(1 of 1) May 02, 2022 at 10:20 AM Due to increased wait times for taxis at JFK Airport, visit the Welcome Center on the arrivals level for help with alternate transportation options. [Subscribe](#)

John F. Kennedy International Airport [To & From JFK](#) [At the Airport](#) [Your Flight](#) [Search](#)

54°F / 12°C 04:53 PM | Redevelopment | The Port Authority of NY & NJ

Real-Time

Travel smarter with flight information, parking availability and taxi wait times.

Flight Tracker Book Parking & Parking Availability

Security & Customs Wait Times Walk Times to Gates

Taxi Wait Times Connecting Flights

4:54:08 PM 5/2/2022

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[Home](#) | [About](#)

About

SERVICE ADVISORY: X

Face masks required.

The San Francisco Bay Area Rapid Transit District (BART) is a heavy-rail public transit system that connects the San Francisco Peninsula with communities in the East Bay and South Bay. BART service currently extends as far as Millbrae, Richmond, Antioch, Dublin/Pleasanton, and Berryessa/North San José. BART operates in five counties (San Francisco, San Mateo, Alameda, Contra Costa, and Santa Clara) with 131 miles of track and 50 stations, carrying approximately 405,000 trips on an average weekday (prior to the COVID-19 pandemic).

For more than 45 years BART has provided fast, reliable transportation to downtown offices, shopping centers, tourist attractions, entertainment venues, universities and other destinations for Bay Area residents and visitors alike.

BART is a special purpose transit district that was formed in 1957 and opened for service in 1972. [Read more about BART's history and system facts.](#)

[2022 BART Fact Sheet](#) is available here.

BART's vision is to support a sustainable and prosperous Bay Area by connecting communities with seamless mobility.

BART's mission is to provide safe, reliable, clean, quality transit service for riders.

Jobs

We're seeking high-caliber team players who share our values and our drive to be the best transit agency in the world.

[Read more about employment](#)

Procurement

Find out about BART's procurement activity and the goods and services we need to provide safe, reliable service.

[Read more about procurement](#)

[About](#)

[Board of Directors](#)

[General Manager](#)

[Financials](#)

[Reports](#)

[Inspector General](#)

[History & Facts](#)

[Projects & Plans](#)

[BART Police](#)

[Office Of The Independent Police Auditor](#)

[Police Citizen Review Board](#)

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[Developer Program](#)

[BART Merch](#)



4:54:26 PM 5/2/2022

PATH Train Schedules, Maps, Fares | Port Authority New York and New Jersey | EWR - Newark Liberty International | Newark Airport Airtrain - EWR - Airport Connections (SFO & OAK)

[bart.gov/guide/airport/oak](#)

 Bay Area Rapid Transit

SCHEDULES STATIONS USING BART FARES NEWS ABOUT

Airport Connections

San Francisco International Airport (SFO) | Oakland International Airport (OAK)

Airport Connections (SFO & OAK)

SERVICE ADVISORY:
Face masks required.

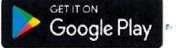
San Francisco International Airport (SFO) | Oakland International Airport (OAK)

Oakland International Airport (OAK)

BART trains connect OAK with downtown San Francisco, downtown Oakland, and many other Bay Area destinations. BART is the best way to avoid sitting in Bay Area traffic, and the Oakland Airport BART station is just a short walk to both airline terminals. Plan your trip and get fares to other destinations by using the [Trip Planner](#).

Headed to the airport? [Follow this guide](#) to purchase long-term parking (now known as single/multi-day parking) on the official BART app. You can reserve multiple days of parking in advance and leave your vehicle overnight.

Download the official BART app below:

Weekdays	5 am – Midnight
Saturdays	6 am – Midnight
Sundays	6 am – Midnight

To: San Francisco/
Downtown Oakland/
All other destinations



4:54:49 PM 5/2/2022

S PATH Train Schedules, Maps, F... | Port Authority New York and Ne... | EWR - Newark Liberty/International | Newark Airport AirTrain - EWR | +

newarkairport.com/to-from-airport/air-train

57°F / 14°C 04:54 PM | Redevelopment | The Port Authority of NY & NJ

Newark Liberty International Airport

To & From EWR Plan your airport travel

At the Airport Discover shops and dining

Your Flight Check your flight status

Directions

AirTrain

Public Transportation

Taxi, Car, and Van Service

Parking

Pickup, and Drop-off

Home > To & From EWR > AirTrain

AirTrain Newark



The low-cost, low-stress, low-impact way to Newark Liberty International Airport.

AirTrain is a simpler, easier way to get to, from, and around Newark Liberty International Airport. Operating 24 hours a day, 365 days a year, AirTrain provides easy connections to NJ Transit and the rail lines that run on the Northeast Corridor and North Jersey Coast Line.

AirTrain also offers a simple way for passengers to get to and from Manhattan and points north, or Philadelphia and points south. It also connects passengers to airline terminals, rental car facilities, hotel shuttles and central parking lots. Best of all, you never have to worry about traffic conditions.

To & From Newark



4:55:05 PM 5/2/2022

PA Alerts notifies customers of incidents or events that may delay their trip. [Subscribe](#)

Newark Liberty International Airport | [To & From EWR](#) | [At the Airport](#) | [Your Flight](#) | [PA Alerts](#) | [Subscribe](#) | [57°F / 14°C 04:55 PM](#) | [Redevelopment](#) | [The Port Authority of NY & NJ](#)

Real-Time

Travel smarter with flight information, parking availability and taxi wait times.

Flight Tracker **P Book Parking & Parking Availability**

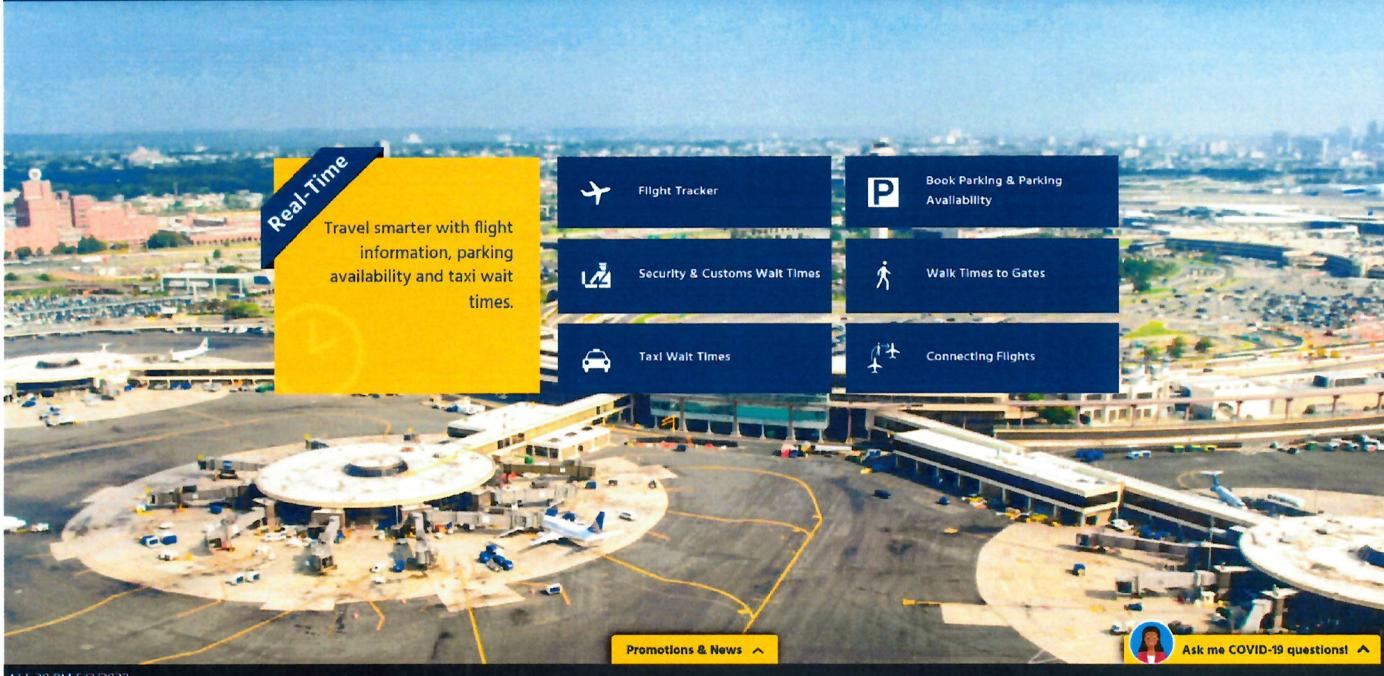
Security & Customs Wait Times **Walk Times to Gates**

Taxi Wait Times **Connecting Flights**

[Promotions & News](#)

 Ask me COVID-19 questions!

4:55:39 PM 5/2/2022



PATH Train Schedules, Maps, Fares > Port Authority New York and New Jersey > panyny.gov/airports/en/index.html

Click Here to View Real-Time Alerts for all Airports

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Your Safety is Our Top Priority

We have deployed best-in-class technologies and practices to keep you safe. Visit this page for information and tips to help you travel safely through our airports.

[Learn More >](#)

AIRPORTS

- [John F. Kennedy >](#)
- [Newark Liberty >](#)
- [LaGuardia >](#)
- [New York Stewart >](#)
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RESOURCES

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4:56:30 PM 5/2/2022

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panynj.gov/path/en/index.html

15 PATH Alerts View All Alerts

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RAIL PATH

We Keep the Region Moving

PATH is a vital connection between New Jersey and New York, serving millions of riders a year.

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Escalator Status > View All Stations > SilverLink > MetroCard > Biometric App >

Escalator Status > Holiday Schedules > SilverLink > MetroCard > Biometric App >





PATH's Action Plan for Safety During COVID-19

Your safety is our top priority. We're working to deploy best-in-class technologies and practices to keep you safe on your journey.

[Learn More](#)

4:56:57 PM 5/2/2022

PATH Train Schedules | Maps | Fare | + panynj.gov/path/en/index.html

Schedule & Maps | Fares | Rider Info | Modernizing PATH | Alerts | Accessibility

Real-Time Train Departures

NEWARK	HARRISON	JOURNAL SQUARE	GROVE STREET
Next Train to NY To World Trade Center 3 min	Next Train to NJ To Newark 2 min	Next Train to NJ To Newark 2 min	Next Train to NJ To Newark 0 min
To World Trade Center 2 min	To Newark 7 min	To Newark 2 min	To Journal Square 2 min
Next Train to NY To World Trade Center 0 min		Next Train to NY Delayed To 33rd Street 9 min	Next Train to NY To 33rd Street 1 min
To World Trade Center 4 min		To World Trade Center 7 min	To World Trade Center 3 min
		To World Trade Center 10 min	

[View Alerts](#) | [Delayed & Escalation Status](#) | Last updated 08/02/2022 at 4:00pm

Schedules

Planning a trip on PATH? Find all of our schedules here and get started on planning your next ride.

- Hoboken -- 33rd St. [See all schedules](#)
- Journal Square -- 33rd St. [See all schedules](#)
- Newark -- World Trade Center [See all schedules](#)
- Hoboken -- World Trade Center [See all schedules](#)
- Journal Square -- 33rd St. (via Hoboken) [See all schedules](#)

Maps

To: Float Alaska IP LLC (tina-pto@lozaip.com)
Subject: U.S. Trademark Application Serial No. 90773348 - NORTHERN PACIFIC - FLOAT-219
Sent: May 02, 2022 05:04:55 PM
Sent As: ecom112@uspto.gov
Attachments:

United States Patent and Trademark Office (USPTO)

USPTO OFFICIAL NOTICE

Office Action (Official Letter) has issued

on **May 02, 2022** for

U.S. Trademark Application Serial No. 90773348

A USPTO examining attorney has reviewed your trademark application and issued an Office action. You must respond to this Office action in order to avoid your application abandoning. Follow the steps below.

(1) [**Read the Office action.**](#) This email is NOT the Office action.

(2) **Respond to the Office action by the deadline** using the Trademark Electronic Application System (TEAS). Your response must be received by the USPTO on or before 11:59 p.m. **Eastern Time** of the last day of the response period. Otherwise, your application will be [abandoned](#). See the Office action itself regarding how to respond.

(3) **Direct general questions** about using USPTO electronic forms, the USPTO [website](#), the application process, the status of your application, and whether there are outstanding deadlines to the [Trademark Assistance Center \(TAC\)](#).

After reading the Office action, address any question(s) regarding the specific content to the USPTO examining attorney identified in the Office action.

GENERAL GUIDANCE

· [**Check the status of your application periodically**](#) in the [Trademark Status & Document Retrieval \(TSDR\)](#) database to avoid missing critical deadlines.

· [**Update your correspondence email address**](#) to ensure you receive important USPTO notices about your application.

· [**Beware of trademark-related scams.**](#) Protect yourself from people and companies that may try to take financial advantage of you. Private companies may call you and pretend to be the USPTO or may send you communications that resemble official USPTO documents to trick you. We will never request your credit card number or social security number over the phone. And all official USPTO correspondence will only be emailed from the domain “@uspto.gov.” Verify the correspondence originated from us by using your Serial Number in our database, [TSDR](#), to confirm that it appears under the “Documents” tab, or contact the [Trademark Assistance Center](#).

· [**Hiring a U.S.-licensed attorney.**](#) If you do not have an attorney and are not required to have one under the trademark rules, we encourage you to hire a U.S.-licensed attorney specializing in trademark law to help guide you through the registration process. The USPTO examining attorney is not your attorney and cannot give you legal advice, but rather works for and represents the USPTO in trademark matters.